

## 2011 CALL FOR ENTRIES



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## CALL FOR ENTRIES

A period of renewal is commencing for the Nashua Millyard and the adjoining “Tree Streets Neighborhood” in our city. With the development and construction of the long-awaited Broad Street Parkway and the new addition of the public space at the former site of the Labine Building, an unparalleled opportunity is available to Nashua to redefine this area. Furthermore through redevelopment and careful planning, the Nashua Millyard can once again become the working jewel it was many years ago.

At the end of October in 2010, the Nashua (NH) Board of Aldermen approved the creation of the Nashua International Design Competition (NIDC). The NIDC is an urban design competition that focuses on the Broad Street Parkway's connection to the Tree Streets Neighborhood and the parkways impacts on the Nashua Millyard. Entrants are asked to submit entries for the intersection of (1) Central, Ledge, and Pine Streets and the southern terminus of the Broad Street Parkway and (2) Technology Way and the Broad Street Parkway. Submissions will also include a design for the streetscape of the parkway in the Millyard, designs for the connections of the parkway to the commercial/industrial properties in the Millyard, and proposals for innovative redevelopment opportunities for the currently under-utilized Millyard properties.

A jury of professionals is charged with overseeing the competition. The jury is comprised of professionals with particular expertise in areas covered by the scope of the competition such as landscape architecture, architecture, economic development, planning, historic preservation, and the like. Jurors also wrote the Call for Entries with support from city staff.

In addition, the jury is charged with selecting the winning entrant(s). The jury will select a group of finalists from the pool of entries. The submissions will be available for public review and comment in the community and via electronic media. The jury will use that information to select the winning entry/entries.

This unique opportunity provides the City of Nashua to showcase itself to the international design community as a forward thinking city, as a city that is willing to showcase itself and its development opportunities, as a city that celebrates its diverse neighborhoods yet still finds ways to make them coexist, as a city that embraces its heritage as a former mill city yet is looking to the future.

## MISSION STATEMENT

**Rich in Culture, Rich in History.** The shores of the Nashua River have witnessed the story of Nashua unfold, from Native American settlements, to the “Yankee Girls” who left their farms to work in the mills and spur Nashua’s growth as a manufacturing town, to the decline of the mill economy and the arrival of visionaries designing cutting edge high tech devices. Recent years have witnessed the echoes of “what used to be” replaced by the hope and promise of “what could be”.

Today, Nashua continues to improve and re-envision itself along the shores of the Nashua River. The Broad Street Parkway Project represents a fresh approach to over thirty years of community conversation regarding a third river crossing which will not only improve traffic flow, but also stands to improve the quality of life, environmental integrity and overall attractiveness and accessibility of the area west of the historic downtown.

This competition will identify a design concept for the Broad Street Parkway Project that will honor Nashua’s manufacturing and cultural heritage, weave the Tree Streets Neighborhood with the Nashua Millyard, maximize the usefulness of both shores of the Nashua River, and provide attractive access to current and proposed business and residential sites.

## SITE DESCRIPTION

The project site for the Nashua International Design Competition is **XX** acres of the Nashua Millyard in Nashua, NH. It is centered around the future path of the Broad Street Parkway, a new roadway currently being constructed through the Nashua Millyard with a scheduled completion date of 2014. The majority of the focus area is comprised of parts of the Nashua Manufacturing Company Historic District. The northern boundary is defined by the Nashua River, a tributary of the Merrimack River that eventually reaches the Atlantic Ocean. The eastern boundary is approximately **XX** feet to the east from the Broad Street Parkway centerline. The project site also includes the Bronstein Apartments, 49 apartments owned by the Nashua Housing Authority. The southern boundary extends **xx** feet from the terminus of the Broad Street Parkway at the intersection of Ledge Street **xx** feet. The western boundary is generally **xx** feet to the west of the Broad Street Parkway centerline. The project site includes a portion of the Nashua Canal and several structures, either entirely or in portion. There is minimal vegetation throughout the site. The vegetation present is not significant. The topography of the site is relatively level with a steep drop nearing the edge of the Nashua River.

## DESIGN CRITERIA

The following design criteria are provided to inform the competition entrant of important site issues and to serve as a set of parameters for the development of design ideas.

The criteria were developed by the Nashua International Design Competition Jury.

### Site Requirements

- Interpret the history and future of Nashua and the Nashua Millyard, via the inclusion of the Broad Street Parkway, with an appropriate streetscape and site amenities while maintaining access to each building that is to remain and/or be located in the scheme included in this Call for Entries
- Develop a master plan for the Bronstein Apartments site that is in keeping of the spirit of the Downtown Master Plan developed by Urban Design Associates with a focus on the connections (pedestrian & vehicular, in particular) between the site and the Broad Street Parkway
- Create a strong focal point and connection between the southern terminus of the Broad Street Parkway at its intersection with the adjoining residential neighborhood at Pine, Ledge, and Central Streets. This could include sculpture or other artistic or interpretive elements that respects the integrity and scale of the neighborhood
- Create and reinforce a strong focal point at the preserved Millyard Boiler House Stack. This should include a resolution of pedestrian, bicycle and vehicular circulation and distribution to adjacent properties and amenities.
- Consider how the proposed Broad Street Parkway Bridge makes landfall at the end of Pine Street and its implications to existing and future pedestrian routes (Downtown River Walk, Mine Falls Park) as well as its potential to offer a unique perspective on how we view the Millyard and its relationship to downtown Nashua.
- Provide improved visual access to the Nashua Canal and improve ability to gather near the canal along Ledge Street and Pine Street
- Provide improved pedestrian and bicycle access and parkway crossings to the River Walk and Mine Falls Park. Consider appropriate locations for both separate and integrated pedestrian and vehicular circulation paths.
- New designs shall provide the same quantity of parking as currently allocated and any additional parking for proposed site uses

### Site Constraints

- Maintain the identified path and centerline of the Broad Street Parkway as identified in the accompanying maps and documents
- Maintain vehicular (including tractor trailer) and pedestrian access to all properties to remain or as relocated as detailed in the plan included in this brief
- Avoid adverse effects on any significant architectural integrity of the historic Millyard buildings, neighborhood properties, and the Nashua Canal
- Maintain the Nashua Canal and Nashua River as detailed in the included plan
- Respond to the plan for the neighborhood park at the site of the former Labine Building and integrate it in the final proposed design
- Recognize parking is significantly limited in the existing Millyard. With increased usage of the Millyard, additional parking may become necessary. Maintain parking for as many vehicles as

detailed in the plan; however, the configuration may be altered significantly

- Consider the site's varying topography and the challenges and opportunities it presents in the final design
- Consider the area's current zoning configuration in the proposed design of the site

### **Historic Interpretation**

- Interpret the site's historic nature in the region during the Industrial Revolution while making a statement that the Millyard is looking towards the future
- Consider construction materials that have an historic or cultural relationship with the site

### **Relationship to Neighborhood and Context**

- Design the site with utmost sensitivity to the surrounding neighborhood (i.e., carefully consider access, lighting, and the scale of new elements.)
- Consider safety and security in the design of the site
- Design the site for minimal maintenance, recognizing the fact that City funds for maintenance of public spaces are increasingly scarce
- Consider the neighborhood's diversity in the design of the site
- Note that the site is located in an urban environment yet at the crossroads of 3 very different environments (Mine Falls Park, with canals and waterways, Historic Millyard with its industrial scale and intersection with canals and waterways, as well as the very dense but small scale Tree Streets Neighborhood)
- Respond to the fact that the Millyard is home to a number of artists, particularly in the Picker Building, in the final design
- Consider the current occupants of the existing Millyard properties (as detailed on pages 18-20) and the potential future of the Millyard (as detailed on pages 14-15) in the final design

### **Site Functionality**

- Provide a streetscape for each of the following roadways that provides for vehicular traffic, up to tractor trailers, with the understanding that they also need to be bicycle- and pedestrian-friendly
  - Broad Street Parkway
  - Ledge Street
  - Canal Street
- Include in the streetscape along the Broad Street Parkway, in the Millyard, and any other area to be designed spaces for people to gather in both small and medium sized groups as appropriate
- Consider providing site elements (such as low walls, seating, lighting, signage, etc.) that compliment the historic character of Nashua and the Nashua Millyard and relate to the various buildings in the Millyard and neighborhood

## SUBMISSION REQUIREMENTS

Entries must be submitted in the following format:

Two (2) Entry boards in PDF format at 30"x42 portrait." The board may not contain any identification of the entrant. The submission must include the following:

- One (1) site plan at 1"=200'
- One (1) site plan at 1"=50'
- A design resolution at the intersection of Central, Ledge and Pine Streets at the southern terminus of the Broad Street Parkway
- A design resolution at the intersection of the Broad Street Parkway and Technology Way
- A design resolution for a location of your choosing
- A brief design statement of 300 words or less. Captions of images do not count towards this limit
- Additional images of the proposed design including, but not limited to:
  - Hand Sketches
  - Vignettes
  - Digital Renderings
  - Photographs of models
  - Site Sections

The entry form must be completed and submitted with the entry.

All submissions must be in English.

Any submissions failing to satisfy all of the above submission requirements will be disqualified.

## SELECTION PROCESS

Each submission will be evaluated for conformance with the mission statement and design criteria identified in this Call for Entries. After review of the submissions a maximum of 10 NIDC Jury selections will be displayed in a public location in the City of Nashua for review by the public and interested stakeholders. Comments generated during the public review process may or may not be used during the final evaluation of entries. Based on the feedback and further review of the submissions, a first place prize of \$5,000 will be awarded. Distinction will also be provided to the second and third place submissions. A number of honorable mentions may also be awarded. The winning concepts will be provided to the City of Nashua for consideration in the final development plans of the Broad Street Parkway.

The City of Nashua maintains the sole responsibility for the design of the Broad Street Parkway. It is the objective of this competition to incorporate the winning design(s) into the final development plans of the Broad Street Parkway development. However, while this objective is desired, it is not



guaranteed.

According to NH RSA 91-A, all submissions and information received by the City of Nashua are public records. The City of Nashua reserves the right to use any submission and any information obtained during the competition in any way it deems appropriate without compensation or attribution.

## QUESTIONS

Questions regarding the NIDC including the project site, the submission requirements, the evaluation process, and any other items must be submitted by Tuesday, November 15, 2011 to [FAQ@NashuaDesignCompetition.com](mailto:FAQ@NashuaDesignCompetition.com) or by using the form on the NIDC web site. The jury will answer commonly asked questions and any other questions the Jury decides are appropriate for public response. While each question will not receive an individual response, frequently asked questions will be posted on the NIDC web site, [www.NashuaDesignCompetition.com](http://www.NashuaDesignCompetition.com), by December 15, 2011. Due to the anonymous nature of the Competition, we cannot respond to individual questions nor contact the submitter for additional information. Only the information provided in the question submission will be used to answer the question.

## SUBMISSION INFORMATION

Entries must be received by 5pm ET on Wednesday, January 11, 2012. Submissions and the completed entry form must either be emailed to [DesignCompetition@NashuaNH.gov](mailto:DesignCompetition@NashuaNH.gov) or mailed on a CD/DVD readable by both Windows and Macintosh computers to the following address:

Nashua International Design Competition  
Nashua City Hall  
c/o Community Development Division  
229 Main Street  
Nashua, NH 03060

It is preferred that submissions be made via email. Late entries and those that do not meet the submission requirements will be disqualified. All entries become property of the City of Nashua and may be displayed to the public on the competition website or in a public venue. Entries submitted via CD/DVD will not be returned. Jury Committee members, City of Nashua employees or elected officials and their family members are ineligible to submit entries.



## COMPETITION SCHEDULE

The competition schedule is as follows:

March 15, 2011: Jury Convened and began development of Call for Entries

August 24, 2011: Jury Released Call for Entries

November 15, 2011: Last day to submit a question to the jury

December 15, 2011: Last day questions will be posted to the Competition web site

January 11, 2012: Competition entries due by 5pm Eastern Time

End of January 2012: Evaluation of entries by NIDC Jury

Mid February 2012: Presentation of finalist to the public

End of February/Early March 2012: Jury reviews public comments

Mid March 2012: Jury selects and announces competition winner(s)

## SELECTION COMMITTEE

In accordance with the Resolution approved unanimously by the Nashua Board of Aldermen, Mayor Donnalee Lozeau appointed a variety of individuals to the Nashua International Design Competition Jury. Membership of the jury consists of "professionals with particular expertise in the areas covered by the scope of the competition" (City of Nashua Resolution 10-64). Members are landscape architects, architects, planners, developers, property managers, CEO's, local artists, and local stakeholders. This eclectic group of individuals was charged with developing the Call for Entries, will evaluate each of the proposals received, and will select the winner(s).

Tim Nickerson, ASLA, Jury Chairperson: Environmental Pools, Inc - Chelmsford, MA

Lafe Covill, Associate AIA: PMR Architects, PC - Nashua, NH

Bruce M. Hanson: Pine Street Eatery - Nashua, NH

Kimberly McCarthy, LEED AP: Architectural Designer - Nashua, NH

Tom Monahan: Thomas F. Monahan Real Estate Developers - Nashua, NH

Tia Phillips: S+C Management, Clocktower Place - Nashua, NH

Kim Shottes: The PLUS Company, Nashua, NH

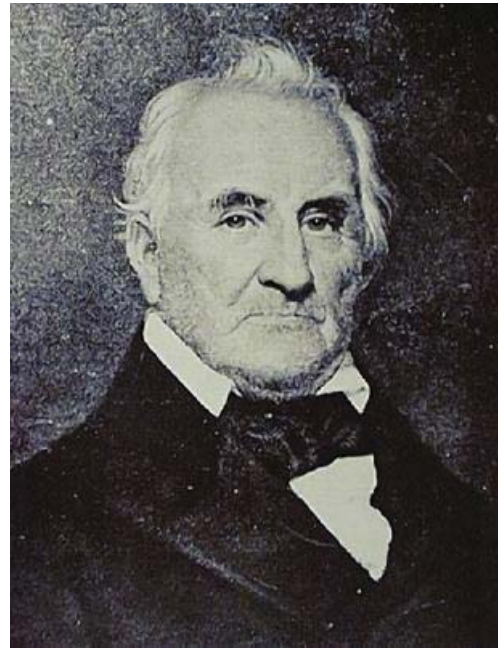
James Vayo, Associate AIA: Renaissance Downtown - Nashua, NH

Albert Wilkinson: AW Emboss, LLC - Nashua, NH

# HISTORY

## HISTORIC MILLYARD DISTRICT

The Nashua Manufacturing Company District is one of the great prides of the city of Nashua and the foundation for much of the city's growth. It was first listed on the National Register of Historic Places in 1987. It consists of 34 brick, wood frame and concrete industrial mill buildings and related structures, along with a 3 mile long granite faced power canal. The integrity of the location, design, setting, materials and workmanship is still intact with the exception of the 1970's infill of the former canal (see map on page 22). Building heights within the district vary from two to six stories and are arranged in rows along the edges of the river, the canal, and former canal. Focal points include the clock towers of various buildings and the Millyard smokestack, an identifying icon of the area (see map on page 23). Much of the architectural distinction of the area is derived from its cohesive styles, massing and materials. Most of the buildings on site are brick structures developed during the Nashua Manufacturing Company's first 60 years of existence. Photos of the existing structures can be seen on the design competition website



**Daniel Abbott**, [www.NashuaHistory.com](http://www.NashuaHistory.com)

The cotton textile plant known as the Nashua Manufacturing Company operated from 1823-1948. It was founded shortly after several similar mills such as those in Lowell, Ma. The local production of domestic textiles was a move that largely contributed to America's growing economic independence from England and would contribute greatly to the establishment to the American Industrial Revolution. Much of the development of the company was made possible through Daniel Abbott, the leading founder and a local lawyer. Abbott made a significant contribution to the Nashua Manufacturing Company and is referred to as the "Father of Nashua." Abbott established the textile industry in Nashua and actively promoted political, economic and social interests to the citizens of the city.

Abbott, along with local merchant Joseph Greeley, Taverner Moses Tyler, and with other notable commercial and government leaders of local townships, took note of the success of the industrial city which had developed in Lowell just 10 miles down the river. The group realized that "Nashua Village" in Dunstable, NH had the advantages of the Middlesex Canal, the Great Boston Road, local materials such as brick and timber, a large labor pool from local farms, and most importantly, the natural power of the Mines Falls. The group hired a land surveyor, John Lund, and began to discreetly acquire portions of land, roughly 1,100 acres between Mine Falls and the Great Road down to the mouth of the Nashua River. The Nashua Manufacturing Company was created with 8 initial stockholders and a value of \$300,000.

The first task was to harness the available water power, which was achieved by creating a 30 foot dam at Mine Falls and developing a 3 mile long granite faced canal to channel water to the site. Underground penstocks through 4 mills connected them to the water. Construction of the first mill was completed in 1825 and cotton production began in 1826. Early on, the company produced only low grade cotton and flannel sheeting known as "Grey Goods." At the same time, a competing company, Indian Head Mills (later Jackson Mills), began operations downstream after purchasing the rights to the water.

"Yankee Girls" from all over New England left their farm work for the chance to work in the mills. Despite 14 hour days six days a week, many found it far less taxing than life on the farm. Entering the mills meant breaking away from dusk to dawn labor and betrothed marriages to other farmer's sons. Girls and young women were able to earn their own wages, and would accept lower wages than men.

As reported by a local paper in 1928, there were few villages that increased as rapidly as Nashua Village, since the establishment of the factories. During a four year time span, village residents went from about 100 inhabitants to 1,200 and reached 2,400 by 1830, making it the second largest in the country. The Nashua Manufacturing Company produced anywhere from 1,900-8,000 yards of cotton daily. Along with the factory buildings were 48 housing tenements, 20 stores, and two churches. The founders of the Nashua Manufacturing Company founded the Nashua Bank in 1836.

The textiles industry thrived, helping Nashua prove to be superior to places such as a Lowell, Manchester and Lawrence. By 1845, Nashua had gone from just producing grey goods to producing shirting's, jeans and finer sheeting's. Diverse industrials such as machine shops, iron foundries, railroad shops, and paper printing helped Nashua propel



Mill Girls, [www.NashuaHistory.com](http://www.NashuaHistory.com)



**Flood of 1936**, Nashua Library

Though the Civil War and recessions slowed development slightly, production remained steady and still on the rise. The first Irish Immigrants were hired prior to the Civil War and from 1880-1890, the city population grew by 78% to 24,000 from French Canadians filtering from the north. Production from the Nashua Manufacturing Company doubled during this period.

In 1899 to 1905, the company constructed two mill devoted specifically to a blanket manufacturing program. In 1902, the plant was fully electrified. By 1928 the Nashua Manufacturing Company would become the largest producer of blankets in the world.

By 1930 the company had taken its first downturn in its century long run. Like most other industries in the city, the mill struggled through the Great Depression. Further troubles during this decade included a fire in 1930, losing almost 400 residences, a flood in 1936 and a hurricane in 1938.

World War I and World War II helped keep the textile mills along with other industries thriving, though not for long. The Merrimack Manufacturing Company in Lowell, Ma and the Amoskeag Mills in Manchester, NH had already met their demise by the 1930's and the future of the industries in the Merrimack River Valley was not promising. The downfall occurred when much of the textile industry headed south and developed new mills. There were also few, if any labor unions in the south and cotton was grown locally, reducing the need to ship it up north. Though the Nashua Manufacturing Company remained resilient, it was acquired by Textron, Inc. of Rhode Island and was liquidated in 1948, just a few years after being awarded for service to the military in World War II. The closure left 3,600 citizens out of work at a time when the city population was only 35,000. Nashua faced the task of reinventing itself after thriving so long on textile manufacturing. The New England textile empire that had once been, would collapse and never return.

Through the Nashua, NH Foundation, an all but inevitable economic meltdown for the city was avoided. Sanders Associates moved into empty Mill Space in the Jackson Mills. Heavy industry became attracted to the Nashua area in the 1950's and 1960's followed by an increase in high tech industries in the 1970's through the 1980's. Sanders Associates (now BAE) along with many

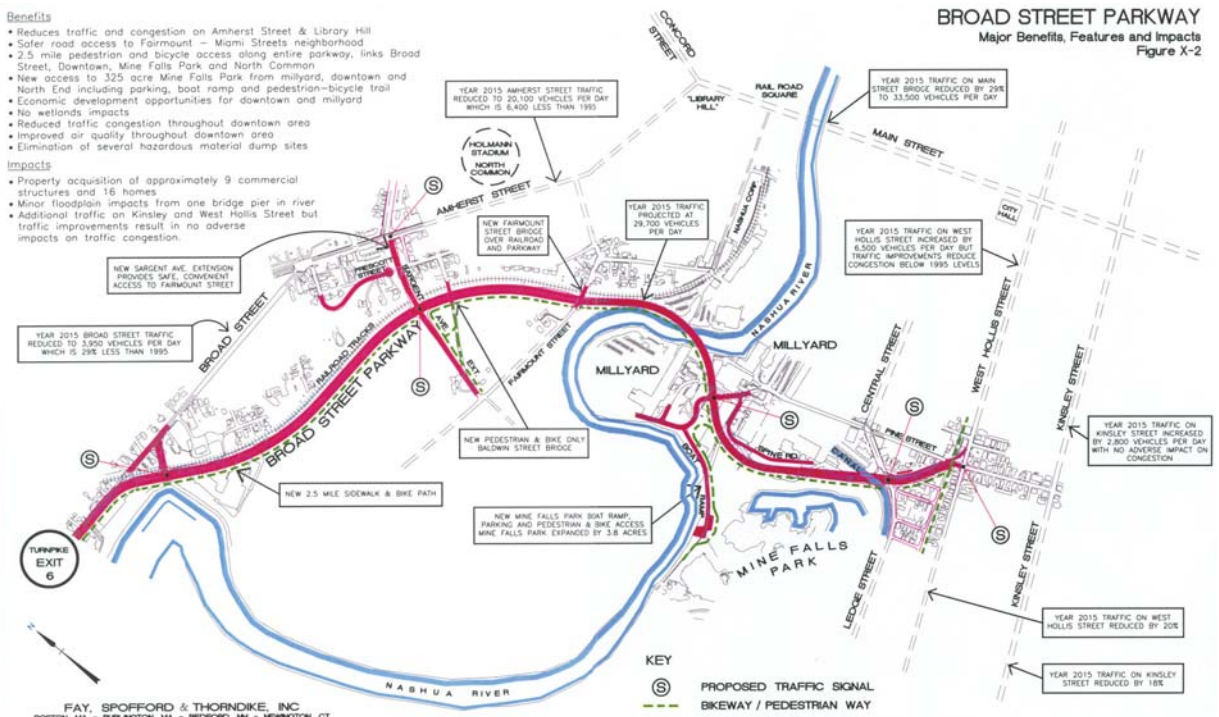


other technological companies remain in Nashua today. The Foundation also purchased up many of the Millyard properties to lease or resell, part of which opened up as The Millyard Outlet Mall in the 1980's, but has since closed.

Today, six former mill buildings make up the apartment complex known as Clocktower Place, hosting two clock towers and a bell tower located in the former Nashua Manufacturing Company Millyard. In total there are 326 apartments and plans for future renovations are in place. Many original details can be seen throughout Clocktower Place such as quilt work in the lobby of the apartments, exposed wood beams, spiral staircases and the original uncovered brick. Many of the other Millyard buildings are occupied by local businesses and artists.

## BROAD STREET PARKWAY

Since the 1970's, the idea of connecting Broad Street (Route 130) with West Hollis Street (Route 111) and providing a third crossing of the Nashua River has been investigated. It has been a controversial topic in city politics ever since. Originally a four lane parkway, the now two lane road is set to begin construction in 2011 and will be completed by 2014. Completion of the parkway would allow for renovations on the Main Street Bridge over the Nashua River to take place and relieve traffic issues through downtown. Reduction of carbon monoxide levels and other air pollutants downtown is another goal behind the project.



Broad Street Parkway Proposal, [www.gonashua.com](http://www.gonashua.com)

The first public meeting in regards to the parkway was held in March of 1978. The vision of a new central Nashua with high-rise offices, a pedestrian mall, new schools and neighborhoods and a parkway, connecting to the Everett Turnpike at exit six and running over the Nashua River and into the Millyard connecting to downtown were revealed at a Central Nashua Sounding Board meeting. Then Mayor, Maurice Arel greeted the plan as “a great first step... sets a direction for the future of downtown.”

The work was far from over however, leaving many challenges up to the board of aldermen. The board, along with Heart of Nashua, and Chamber of Commerce provided \$17,000 to the Sounding Board to cover expenses to produce the study resulting in the Broad Street Parkway. A study costing \$350,000 was completed in 1985 at an attempt to determine the exact route and cost of the parkway. City plans to develop the parkway coincided with the State of New Hampshire, which in 1980 also began to look at options from a new crossing over the Nashua River.

In 1987, the city of Nashua unexpectedly received funding from the state senate and was granted \$637,000 for preliminary design work. The allotment was packaged together with an additional \$2.2 million give to the town of Derry for a bypass route.

The city of Nashua had anticipated public hearings on the parkway and alternate routes in the spring of 1991, but conflicts over soil testing required by the federal environmental agencies delayed the process. At the time the project looked to have the least impact on the Little Florida neighborhood (see map on page 23), but would involve demolition of several buildings in the Millyard, requiring several hundred jobs to be relocated. Concerns of the “spillover” effect on wildlife during construction in the Mine Falls park area of the parkway created other delays.

Four potential routes were proposed during 1991, all of which would somehow affect the Millyard property. Though the parkway would be cutting through the Millyard, its design intent was to appear as a boulevard and would have landscaping and less like a section of highway, something Mayor Rob Wagner would later stress upon in 1994.

By 1992 construction was set to begin in 1995 for the \$25 million project. The city was given permission to tap into federal money that had been set aside for the construction of the parkway to complete a study of alternative routes. At the time plans included pedestrian sidewalks and bicycle lanes, but by 1994 these ideas had been removed from proposed plans. Studies indicated the Parkway would displace as many as 54 homes and apartments and 221 jobs.



Public Meeting, Nashua Telegraph

In December of 1994, two of the four possible routes for the Parkway were eliminated during a meeting between federal, state, regional, and city planners. Since the officials clashed over the remaining two routes, an advisory council from the U.S. department of the Interior made a ruling on the route that would be selected. The officials had met to discuss the next step in development. Most parties involved preferred the route known as Alternative 4C. Any route selected had to be sure to comply with federal transportation acts requiring the route won't take designated wildlife areas, parks or historic districts unless a feasible alternative exists. 4C would disrupt fewer business, impact less of the Millyard and wouldn't claim any part of Mine Falls Park.

In 1997 the initial planning, engineering, and environmental studies were completed and a Record of Decision was issued. However, construction was deferred as the project development evolved. During the right-of-way acquisition process, Nashua Officials decided to reconsider the projects traffic impacts on downtown and evaluate neighborhood concerns.

In 2003 the original design was suspended and a study to address neighborhood traffic impacts was commissioned. The results were refined to the Mayor's Ad Hoc Broad Street Parkway Steering Committee, which identified and recommended mitigation alternatives. The Committee also recommended a scaled back concept that would reduce costs. This study would result in the key recommendation of reducing the number of travel lanes from four lanes to two and scaled the cost back by \$8 million.

On September 23, 2008, the Board of Aldermen approved a \$37.6 Million bond to build the Broad Street Parkway. In December of 2009, an additional \$487,000 in federal money was approved add sidewalks helping to link the new parkway to Mine Falls Park.

In October of 2010 a revised Record of Decision was issued. Since the initial approval, the roadway had become narrower and the route was modified, especially on the eastern section which crossed the Nashua River and connected to Pine Street. Due to the modifications of the initial plan, the Record of Decision could not be applied to the project and had to be revised. In issuing the new Record of Decision, the federal highway administration noted that the new configuration met the original intentions of the plan with less of an impact on the community and environment.

Current plans will require the demolition of the Boiler house in the historic Millyard district but allow for the iconic chimney to remain standing. It also involves the relocation of the waste house building and partial demolition of storehouse #2. The Parkway will cross into the Millyard over the Nashua River and connect to downtown at the Pine Street extension.

The federal highway bill, TEA-21, provided an earmark of \$12,225,000 in federal dollars for the project. In addition, the NH Department of Transportation, through its Urban Funds Program, earmarks \$787,500 in anticipated funds each year towards eligible projects in Nashua. In all, nearly \$14 million received has been spent on design work and property acquisition. The total cost of the project is estimated at \$60 million.



## CURRENT CONTEXT AND THE FUTURE

Even though understanding where a place has been is important, knowing where a place is, sometimes is more important. Such is the case with the project area for the Nashua International Design Competition. The Nashua Millyard and the neighboring areas have been stagnant for a number of years. There is significant potential to reinvigorate and alter the course of these areas.

The Nashua Millyard has struggled over the past few decades to find its identity. Since the decline of the textile mills, the Millyard has attempted to reinvent itself several times with limited success. Its current function as an under utilized resource of mixed uses provides some benefit to the city, but can be so much more.

A number of different uses cohabitate amicably in the Millyard. Many Nashuans call the Millyard home in Clocktower Place's 300+ high-end apartments along the southern bank of the Nashua River. The Picker Building houses a number of independent and small artist studios which enliven Nashua with their crafts. The Nashua Technology Center at the northern end of the Millyard is home to a number of technology, real estate, marketing, and manufacturing firms. The area west of the Nashua Canal is home to state government offices, some light industrial uses, a few small restaurants, commercial offices, and local construction firms. Other companies such as an Asian market and other commercial ventures are located along the soon-to-be spine of the Broad Street Parkway.

At the corner of the Pine Street Extension (future Broad Street Parkway) and Central Street sits



Clocktower Place, Albert Wilkinson



**Millyard Technology Park**, Albert Wilkinson

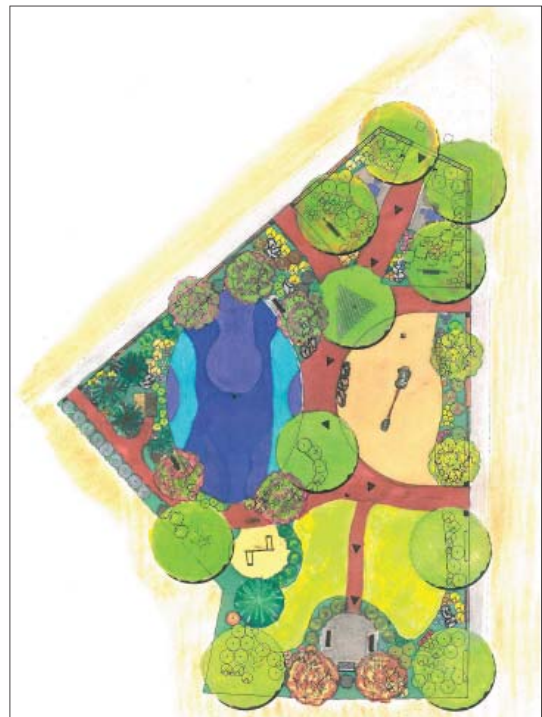
Bronstein Apartments. This property consisting of 46-apartments is under the control of the Nashua Housing Authority.

Diagonally across the Pine and Ledge Street intersection from the Bronstein Apartments a new park is being constructed. A fire in February 2010 destroyed the Labine building, a 1900 brick three story flat iron building that was utilized as a social club and convenience store on the first floor with residential apartments on the second and third floors. The .5 acre site is being constructed in August 2011. The City's goals

are to use this project as a catalyst for future investment; to increase the attractiveness of this neighborhood as a good place to live; to involve the community in the design of the space such that there is broad support and a sense of ownership; and to respect and celebrate the history of the site as part of the final plan.

The new Labine public space is designed as a neighborhood park for intergenerational use. The park has many unique site features, including misting rocks which will help the people of the inner city cool down from a hot summer day; a ring fountain; climbing rocks and ropes for the older children; toddler swings for infants and toddlers; benches and swinging benches, as well picnic tables with checkerboard inserts. A large oval concrete surface will be flooded in the winter for ice skating and used for rollerblading and concerts in the summer. The park is surrounded by decorative brick walls constructed with bricks from the 1900 Labine building. Plantings throughout the park such as trees, perennials ornamental grasses and shrubs, will flower at different times, bringing color, welcome shade, and places to picnic. The park lighting is unique to Nashua, with the solar walkway lights and down lighting in the five trees.

The park is part of a 4.5-acre block bordered by Ledge Street, Everett Street, the Heritage Rail Trail and Pine Street. The City owns a number of parcels in this block, parcels that were purchased when the Broad Street Parkway had a more sweeping alignment. The park will generate interest and activity, leveraging the redevelopment of this block and restoration of the residential fabric.



**Clocktower Place**, Albert Wilkinson



**Millyard Tenants**, Albert Wilkinson

It is important to note the recent private investment in the former Batesville Casket Company building, located at 57 Palm Street, which is across Pine Street from the Labine public space. Now known as Palm Square, this rehabilitated site offers 140 units of age restricted rental housing as well as commercial venues on the first floor and lower level. Along with Palm Square and the Broad Street Parkway, the City expects that rehabilitation of the park site will be the catalyst that sparks the redevelopment of the Tree Streets neighborhood.

The Tree Streets Neighborhood immediately south of the Nashua Millyard will be impacted significantly on the additional traffic generated by the introduction of the Broad Street Parkway into their neighborhoods. These neighborhoods are the most dense of anywhere in the State of New Hampshire. As they once were the home for the city's mill worker population, the homes are quite close to each other – many times separated by only a few feet. The vast majority of the housing is not owner-occupied. Most of the properties are multi-family rental

units. There is an increasing sense of community in these neighborhoods. Many families have lived in the area for several generations and consider this area home.

The Nashua Millyard and the Tree Streets Neighborhood has the potential to become unified again. They each have unique identities that were rooted together not so long ago. With the introduction of the Broad Street Parkway, there is great potential for a renaissance in both the Millyard and the Tree Streets Neighborhood. With the increased access the parkway will bring to the Millyard, there will be an increased need for housing in the general area. Significant opportunities exist for the Millyard to have increased utilization in terms of not just light industrial and commercial use but also increased residential use. With its close proximity to the Millyard, the Tree Streets Neighborhood could also support the additional residential demands easily. The Millyard and the Tree Streets Neighborhood performed admirably many years ago; it can do it again in the not too distant future.

# Notes



| NRHP Key and Reference       | Current/Planned Use   |
|------------------------------|---|
| 7. Boiler House              | Will be demolished for construction of the Broad Street Parkway. However, the iconic smokestack be preserved and will remain.   |
| 8. North Cotton Storehouse   | Not within the competition scope.   |
| 9. Bleachery & Dyehouse      | Currently home to the Millyard Technology Park. Contains 150,000 sq.ft. of renovated office space for small to medium businesses and non-profit organizations. <a href="http://www.MillyardTechnologyPark.com">www.MillyardTechnologyPark.com</a> for additional information.   |
| 10. Repair Shops/ Cloth Room | Also known as the "Green Brick Mill Building". Houses a variety of businesses from gyms and dance studios to a surplus office furniture company and a used college textbook company. Also houses some small machinery shops.  |
| 11. Power Canal              | Will be demolished and reconstructed according to the plan of the Broad Street Parkway as the current structure sits in the path of the new roadway.  |
| 12. Mine Falls Gatehouse     | Not within the Competition scope.   |
| 13. Storehouse #2            | Home to Gate City Fence ( <a href="http://www.GateCityFence.com">www.GateCityFence.com</a> ) at the southern end and a social service agency in the center. The northern end will be demolished due to the path of the Broad Street Parkway. This will displace a church, Faith Baptist Church of Nashua ( <a href="http://www.NashuaFBC.com">www.NashuaFBC.com</a> ) which will find another home elsewhere in the city. |
| 14. Storehouse #4            | No longer standing. Site is currently an open lot.  |
| 15. Wastehouse               | Will be moved to another location in the Millyard due to the path of the Broad Street Parkway. For the purpose of the Competition, this building is not to be considered.   |
| 16. Picker Building #6       | No longer standing. Site is currently a parking lot.  |
| 17. Mill #6                  | 3 Pine Street Extension. Home to State of NH district offices for the Department of Corrections, Parole/Probation and NH Department of Health and Human Services in addition to a yoga studio and the shop for a regional electrician. Extensively renovated in the early 2000's.   |
| 18. Mill #6 Annex            | 5 Pine Street Extension. Home to a number of offices, businesses, and a small restaurant. Extensively renovated in the early 2000's.  |

| NRHP Key and Reference          | Current/Planned Use   |
|---------------------------------|---|
| 19. Mill #5                     | Home to WH Bagshaw, Inc., a manufacturer of pins, pin assemblies, and wire products. <a href="http://www.WHBagshaw.com">www.WHBagshaw.com</a> for additional information.   |
| 20. Mill #5 Annex               | Ultima Nimco ( <a href="http://www.UltimaNimco.com">www.UltimaNimco.com</a> ) resides in this building. This company provides large-scale machining, metal fabrication, and large capacity welding services to many industries.   |
| 21. Company Office              | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )   |
| 22. Mill #7                     | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )   |
| 23. West Auto House             | Storage space for Mill #6 Annex, the Millhouse Cove Building.   |
| 24. East Auto House             | A nearly vacant storage space.  |
| 25. Wheelhouse                  | Part of Clocktower Place Apartments. Currently used for storage.  |
| 26. Oil House                   | Part of Clocktower Place Apartments. Currently used for storage.  |
| 27. South Cotton Storehouse     | A large warehouse-type structure that provides rental storage facilities among office space for a number of small businesses and high-technology companies.   |
| 28. Through-Warren Truss Bridge | Currently a pedestrian bridge accessible from the southern side of the river. Once the redevelopment of the North Cotton Storehouse (#8) is complete, access will be made across the river. At the present, the access dead-ends at a locked gate near the North Cotton Storehouse. |
| 29. Iron Fence                  | Not a significant part of the Competition scope.  |
| 30. Office Building             | Once a security check-in for the Millyard Technology Park. Now a vacant structure although it is well kept.   |
| A. NNH Foundation House         | No longer standing.   |
| B. Boiler Room                  | No longer standing.   |
| C. Dust Collector               | The southern end of Gate City Fence ( <a href="http://www.GateCityFence.com">www.GateCityFence.com</a> )  |
| F. Power Station                | Currently still an electrical sub-station for Public Service of New Hampshire (PSNH).   |

## Appendix A- Millyard Current Uses

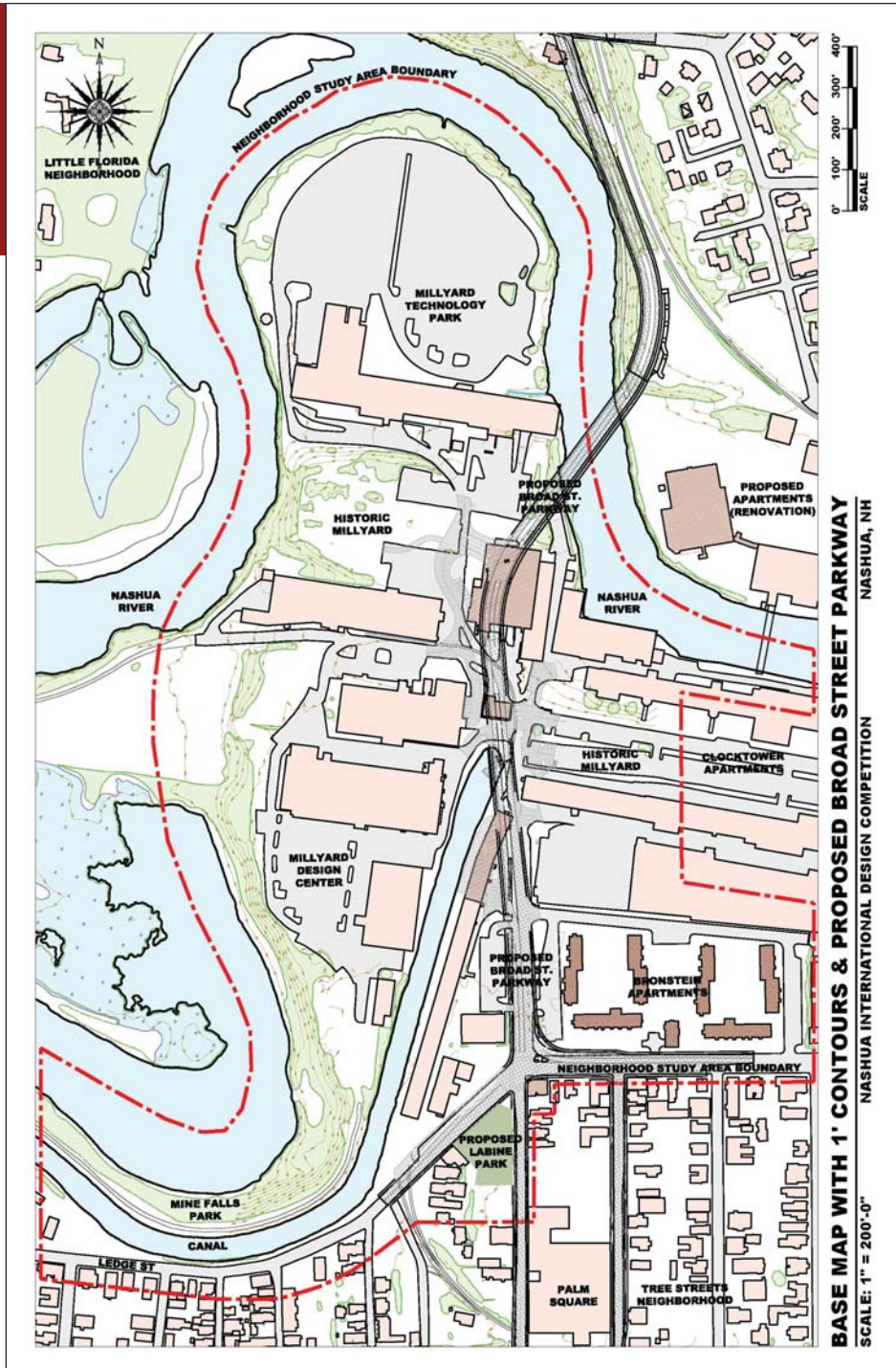
Since the submission to the National Register of Historic Places in 1987, the uses of the buildings has significantly changed in the Nashua Millyard although the footprint has remained largely the same. Based upon the map submitted in 1987, below are the current uses of the structures in the Nashua Millyard. For some structures, the planned use is listed as the construction of the Broad Street Parkway significantly alters the future use.

| NRHP Key and Reference | Current/Planned Use  |
|------------------------|--|
|                        |  |
| 1. Mill #1             | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )  |
| 2. Mill #2             | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )  |
| 3. Mill #3             | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )  |
| 4. Mill #4             | Part of Clocktower Place Apartments, a high-end residential apartment building with 300+ units and a number of amenities ( <a href="http://www.ClocktowerPlaceNH.com">www.ClocktowerPlaceNH.com</a> )  |
| 5. Picker Building     | A community of small artists, artisans, fabricators, small businesses and other creative themed businesses. <a href="http://www.PickerBuilding.com">www.PickerBuilding.com</a> for additional information.   |
| 6. Cotton House        | Currently the home of Keystone Hall ( <a href="http://www.KeystoneHall.org">www.KeystoneHall.org</a> ), a non-profit organization that provides outpatient substance abuse services, prevention services, support services, and recovery supports to area residents. |



## Nashua Manufacturing Co. Historic District





**Appendix B- 200 Scale Project Area Map.** A downloadable PDF and DWG version can be found at [www.NashuaDesignCompetition.com](http://www.NashuaDesignCompetition.com)



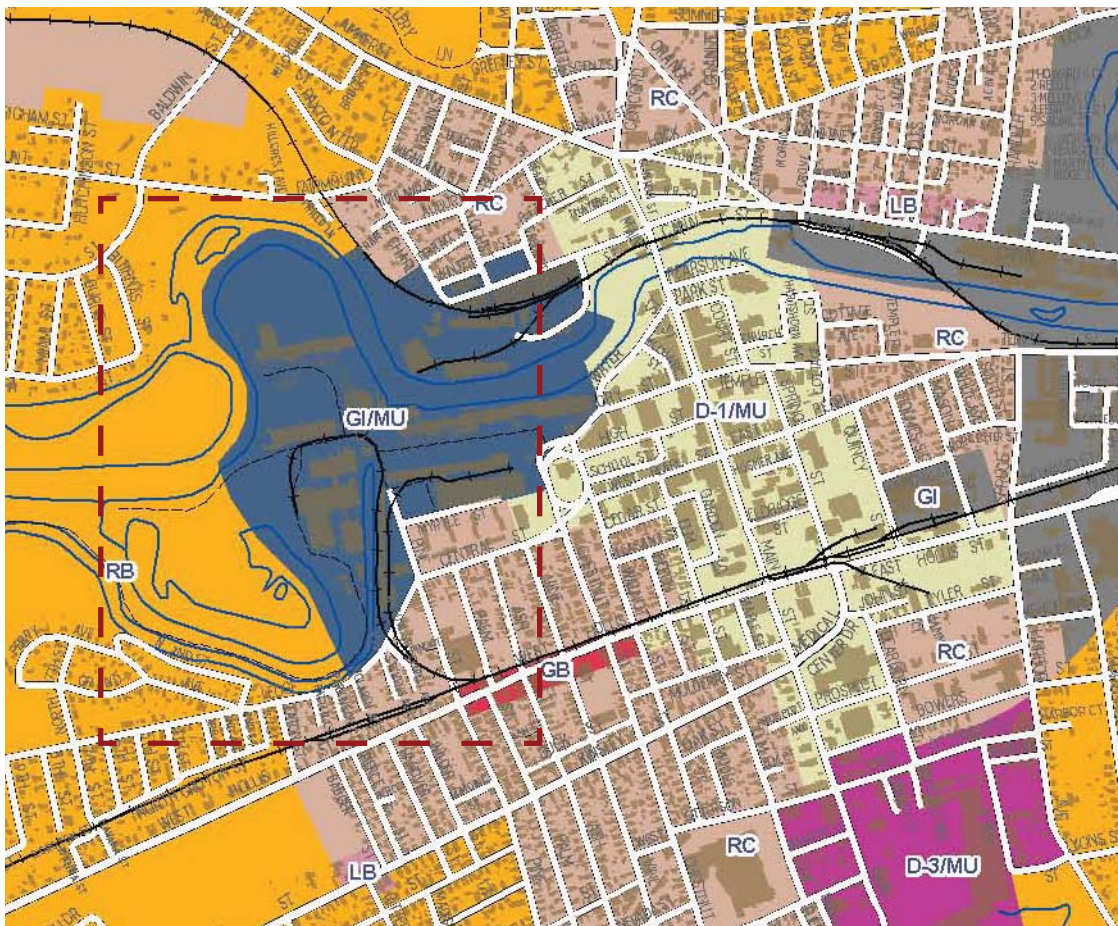
**Appendix C- 50 Scale Focus Area Map.** A downloadable PDF and DWG version can be found at [www.NashuaDesignCompetition.com](http://www.NashuaDesignCompetition.com)









**Appendix D- Labine Parcel Park Plan.** A downloadable PDF and DWG version can be found at [www.NashuaDesignCompetition.com](http://www.NashuaDesignCompetition.com)



## Nashua Zoning Map- Local Area



|   |  |
|---|--|
|  RB:Urban Residence          |  RC:Urban Residence                 |
|  D-1/MU:Downtown 1/Mixed Use |  GI/MU:General Industrial/Mixed Use |
|  D-3/MU:Downtown 3/Mixed Use |  GI:General Industrial              |

## Entry Form: Due January 11, 2012 5:00pm ET

Email the electronic completed version of this form and submission boards to DesignCompetition@NashuaNH.gov. See pages 2-5 in the Call for Entries for complete submission requirements and physical mailing address.

Date: .....

Contact Person: .....

Team Members: .....

.....  
.....  
.....

Firm/School/Organization: .....  
(if applicable) .....

.....

Street Address: .....

Suite/Apt #: .....

City .....

State, Zip, Country .....

Phone: .....

Contact Email: .....

**Please Note:** The review process will be a blind review. All submitted designs will be processed through a third party and given a unique entry number prior to review by the jury. Any submission with identifying information directly on the board will be disregarded and excluded from consideration.

Do not write below this line

Identification Number: .....